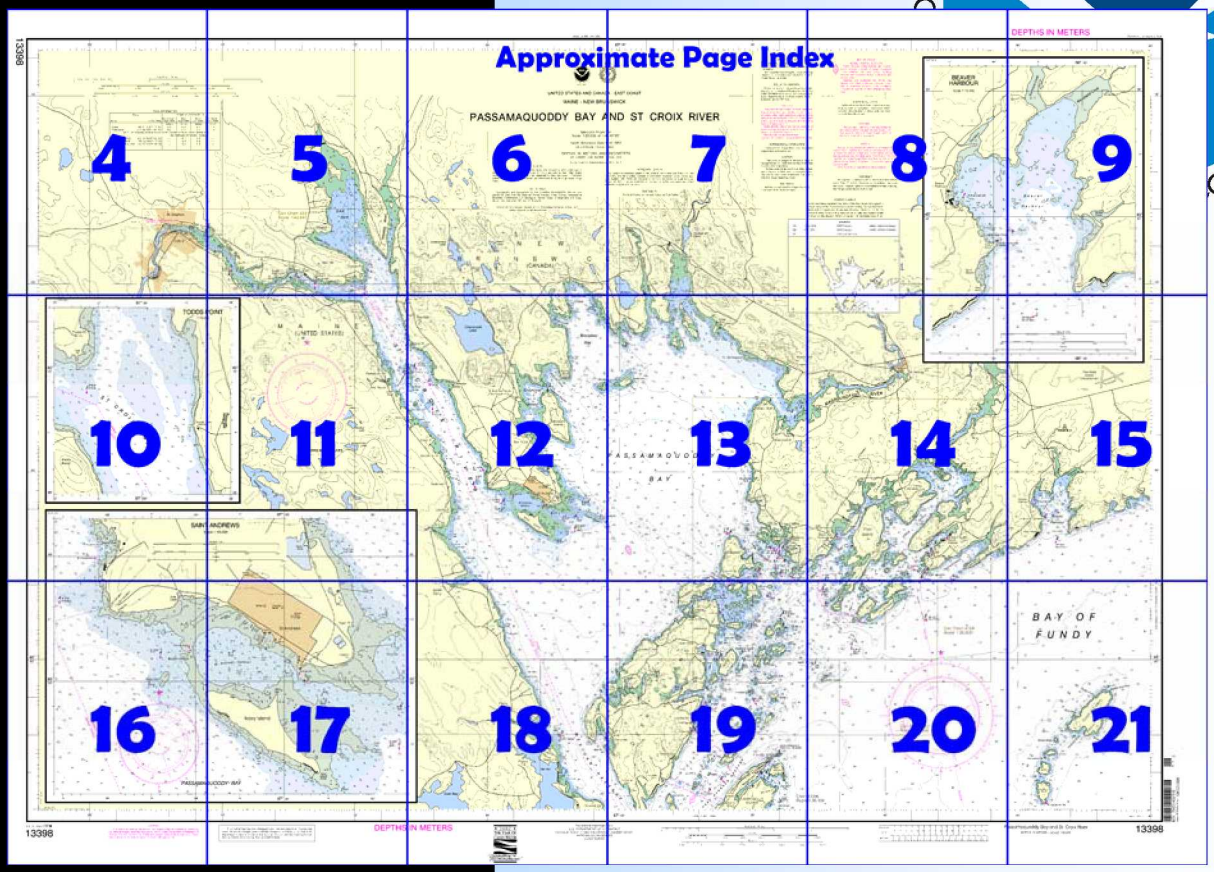
BookletChart™

Passamaquoddy Bay and St Croix River

(NOAA Chart 13398)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

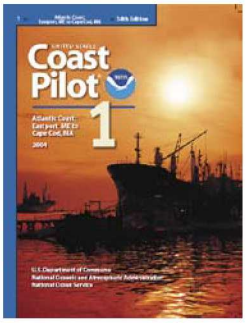
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 4 excerpts]

(93) **Passamaquoddy Bay** is the large indentation in the shore of New Brunswick east of the mouth of St. Croix River. The principal entrance is by way of Western Passage, which has deep water and is comparatively free from dangers.

(95) A dredged channel, with a depth of about 11 feet and marked by buoys, leads to **St. Andrews** from the southeastward. **Western (Gut) Channel** to the westward of the town had a depth of 4 feet in May 1978, and is marked by buoys and a light. The anchorage, between the town and **Navy Island,** can be used by light-draft vessels.

(96) The L-shaped 848-foot government wharf with reported depths of 7 feet alongside its 152-foot outer face is about 0.4 mile northwestward of North Point. A float landing is on the eastern outer end. Gasoline is available by truck at the wharf. Some marine supplies are available in the town and water and electricity are available on the wharf. A light is on the outer end of the wharf.

(97) **St. Croix River** extends north-northwestward for 8 miles from the southern part of Passamaquoddy Bay, then turns westward between **Devils Head** and **Todds Point.** The channel is deep and comparatively clear as far as the turn, then is narrow and winding, and has a controlling depth of about 16 feet for some 3 miles to Hills Point (45°09'53"N., 67°13'33"W.).

(98) A dredged channel leads from above Hills Point to Calais. In October-November 1977, the midchannel controlling depth was 7 feet to Todd Point, about 4.2 miles above the mouth, thence 5 feet to Calais and St. Stephen on the Canadian side of the border, except for shoaling to 3 feet about 90 feet below the International Bridge at Calais. The channel is marked by lights and buoys, but is not maintained. The two buoys on the north side of the channel at **The Narrows** opposite **Whitlocks Mill Light 25,** tow under during the strength of the tide. Local knowledge is necessary for the river above Whitlocks Mill.

(99) Small craft up to 40 feet in length can anchor in 14 feet on the west side of the channel just above Whitlocks Mill Light, but larger craft should anchor off Devils Head.

(100) The scattered remains of an old breakwater, which uncover 12 feet in spots, extend southeastward across the mudflats on the south side of St. Croix River for about 300 yards from near channel Buoy 9. The mudflats, which uncover 11 feet, are opposite **The Ledge** a village on the north side of the river about 9.7 miles above the mouth; caution is advised in this area.

(103) Spring freshets sometimes cause the water to rise above the level of the wharves at Calais and are accompanied by strong current. They are seldom noticeable outside of the river.

(105) **Liberty Point** is 0.7 mile northward of Mill Cove. **Robbinston** is a village just above Liberty Point. A red brick chimney and large green building of an inactive cannery are about 0.7 mile above the point. **Red Beach** is a small village on the west bank about 3 miles north of Robbinston.

(106) On the Canadian side of the river, about 0.3 mile above **Joes Point,** the 3-story brick and concrete building and wharf of the Atlantic Biological Station of Fish and Oceans Canada are conspicuous. The 580-foot wharf has 17 feet alongside.

(107) **St. Croix Island** is in midriver off Red Beach. **St. Croix River Light** (45°07'42"N., 67°08'02"W.), 101 feet above the water, is shown from a 49-foot red and white banded tower on the island. In 1968, a part of St. Croix Island was established as a National Monument.

(108) Scattered shoals, covered and awash, which fringe the island and extend southeastward 1.1 miles in midriver, are marked on the east side by buoys. The deeper and broader channel is eastward of the island and the shoals. The channel between the shoals and **Little Dochet Island,** a wooded islet midway between the southern end of the shoals and the western shore, is used considerably by local vessels, but it is not advisable for strangers to use it as the dangers are not marked.

(109) An L-shaped wharf, owned by the Canadian Government and known as Bayside, is on the east side of the river about 1.9 miles northward of St. Croix Island. In August 1984, depths of 27 feet were reported along the 300-foot outer face of the wharf. Fish, food stuffs, lumber, and wood pulp are handled. Water is available.

(111) International Bridge, between Calais and St. Stephen, is a fixed highway bridge with a clearance of 9 feet at the head of vessel navigation on St. Croix River. Small craft do not go beyond the pool above the bridge.

(113) Calais is a **customs port of entry.** The customhouse is at the American end of the bridge, as is the immigration office. The city has taxi service, and is also served by a busline from Boston. There is no harbormaster, and no known local harbor regulations in force.

(114) The town wharf at Calais has depths of 4 feet reported alongside. At Todd Point, 1.5 miles below the bridge, is a gravel small-craft launching ramp.

Table of Selected Chart Notes

For Symbols and Abbreviations see Chart No. 1

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

FISH TRAPS

Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details, see U.S. Coast Guard Light List.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

AUTHORITIES

Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey, International Boundary Commission, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.274″ northward and 2.044″ eastward to agree with this chart.

HEIGHTS

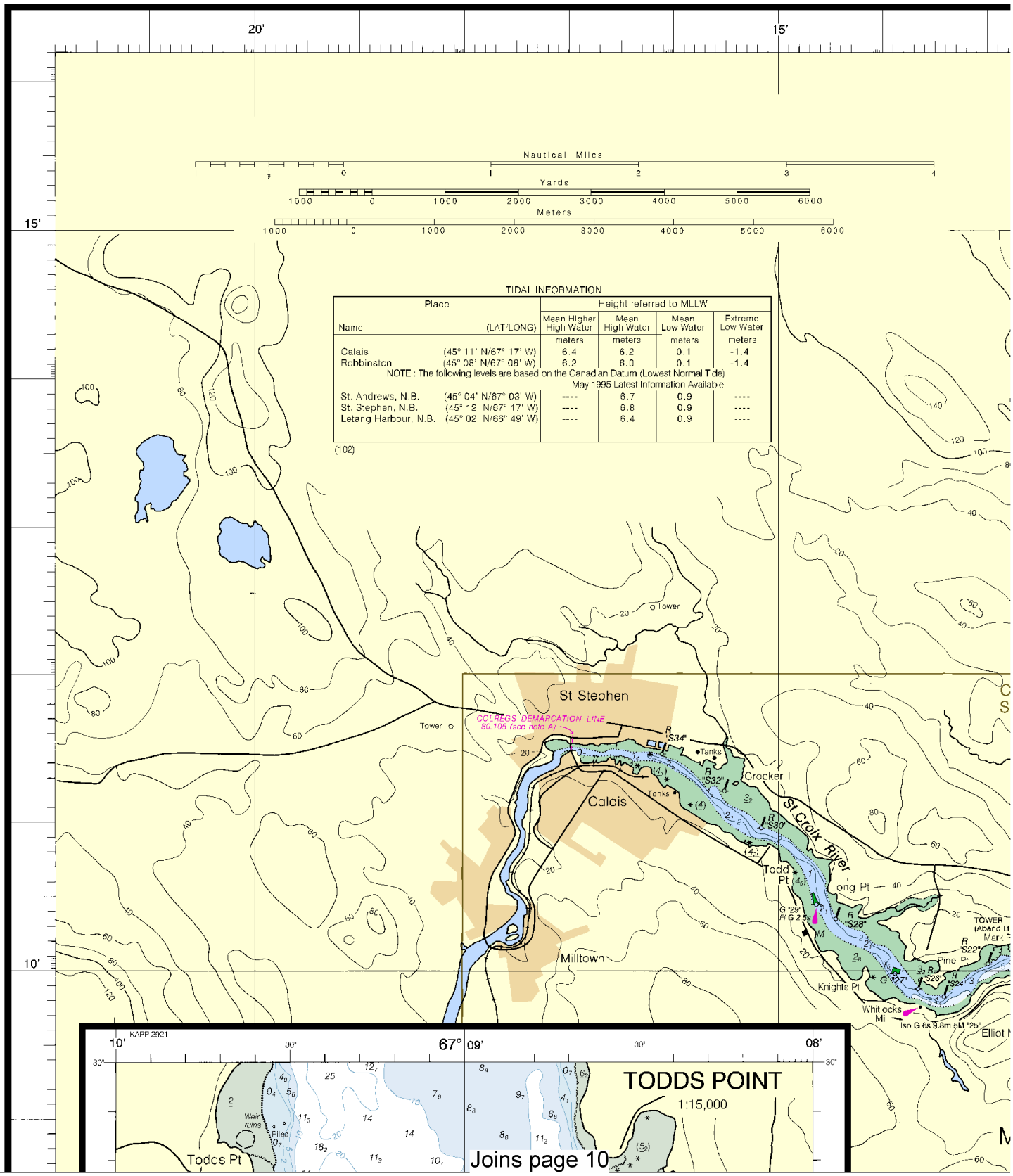
In U.S. waters, elevations of rocks, lights and landmarks and clearances of bridges and overhead cables are given in meters and refer to Mean High Water, while contour and summit elevations are referenced to Mean Sea Level. In Canadian waters all elevations and clearances are referenced to Higher High Water Large Tides.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

TIDAL INFORMATION

Place		Height referred to MLLW			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		meters	meters	meters	meters
Calais	(45° 11' N/67° 17' W)	6.4	6.2	0.1	-1.4
Robbinston	(45° 08' N/67° 06' W)	6.2	6.0	0.1	-1.4
NOTE : The following levels are based on the Canadian Datum (Lowest Normal Tide) May 1995 Latest Information Available					
St. Andrews, N.B.	(45° 04' N/67° 03' W)	----	6.7	0.9	----
St. Stephen, N.B.	(45° 12' N/67° 17' W)	----	6.8	0.9	----
Letang Harbour, N.B.	(45° 02' N/66° 49' W)	----	6.4	0.9	----

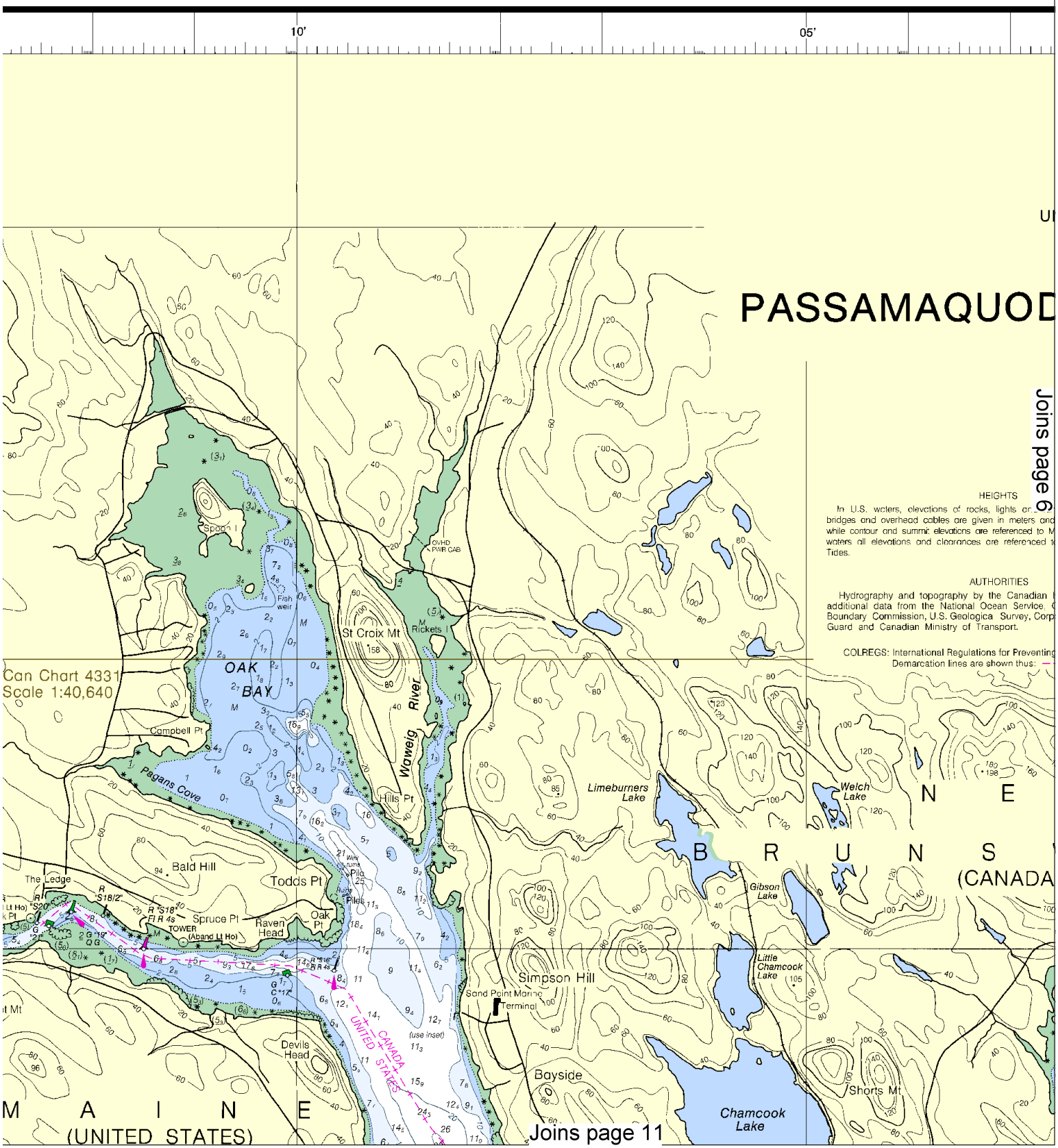


North

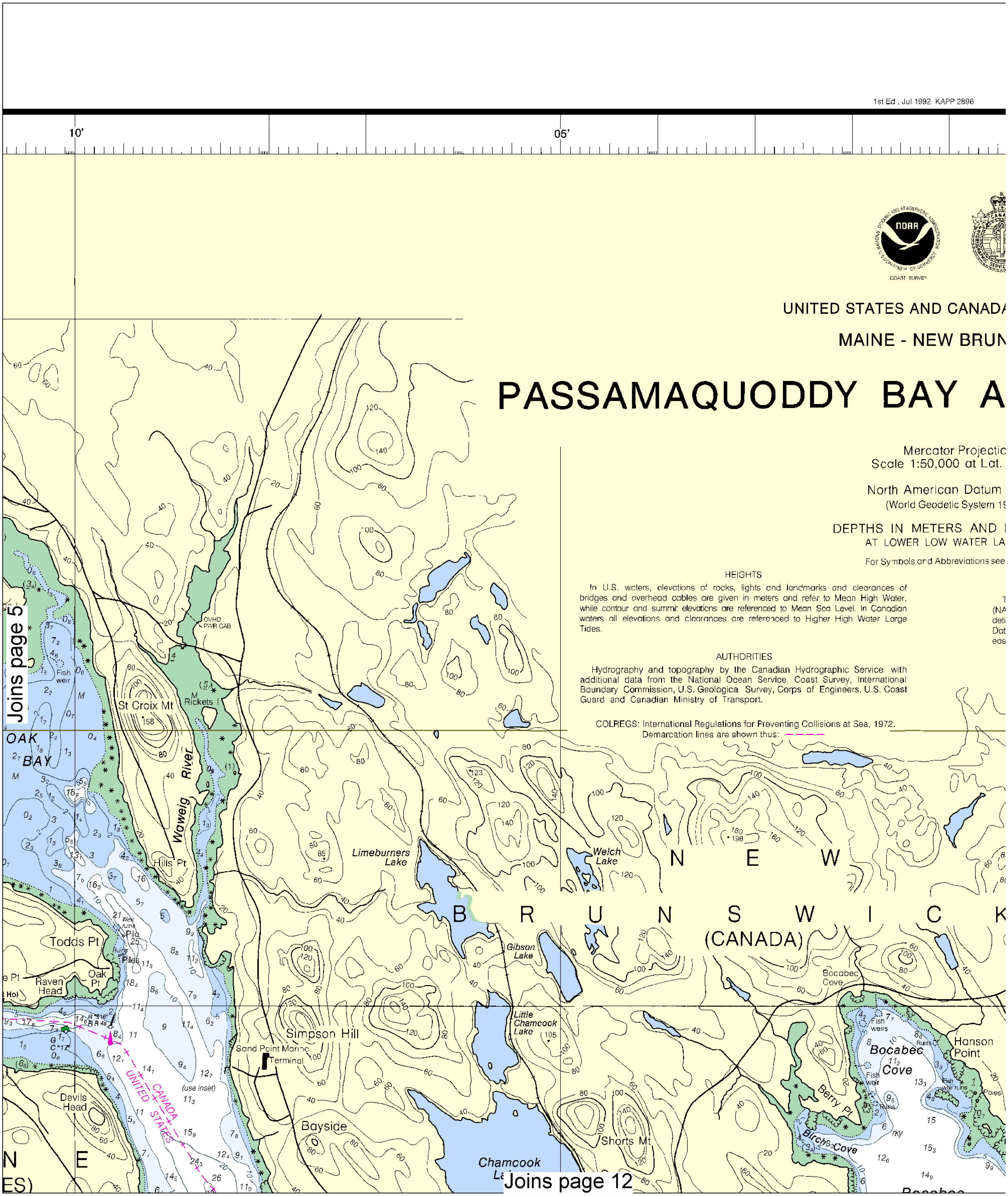
Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles

Yards



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.


1st Ed , Jul 1992 KAPP 2896
UNITED STATES AND CANAD
MAINE - NEW BRUN
PASSAMAQUODDY BAY A
Mercator Projectic
Scale 1:50,000 at Lat.
North American Datum
(World Geodetic System 1
DEPTHS IN METERS AND
AT LOWER LOW WATER LA
For Symbols and Abbreviations see
HEIGHTS
In U.S. waters, elevations of rocks, lights and landmarks and clearances of bridges and overhead cables are given in meters and refer to Mean High Water, while contour and summit elevations are referenced to Mean Sea Level. In Canadian waters all elevations and clearances are referenced to Higher High Water Large Tides.
AUTHORITIES
Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey, International Boundary Commission, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:
NEW BRUNSWICK
(CANADA)
OAK BAY
St Croix Mt
Waweig River
Rickets I
Hills Pt
Todds Pt
Raven Head
Oak Pt
Devils Head
Limeburners Lake
Welch Lake
Gibson Lake
Little Chamcook Lake
Chamcook Lake
Simpson Hill
Sand Point Marine Terminal
Bayside
Shorts Mt
Bocabec Cove
Hanson Point
Berry Pt
Birch Cove
CANADA
UNITED STATES

Joins page 5

Joins page 12

Printed at reduced scale.

SCALE 1:50,000

Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

North

67° 00'

55'

DA - EAST COAST

NSWICK

AND ST CROIX RIVER

ion
t. 45°05'

n of 1983
1984)

DECIMETERS
ARGE TIDE

ee Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.274" northward and 2.044" eastward to agree with this chart.

TIDE TABLES

For tidal information, consult Canadian Tide Tables.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details, see U.S. Coast Guard Light List.

FISH TRAPS

Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

BAY OF FUNDY

VESSEL TRAFFIC SERVIC

3P

Traffic Services calling-in-points w
arrow indicates direction of vessel
For additional information conce
services, see Canadian Notice to M
of each year.

Mariners are cautioned that
deviate from their published stand
due to inclement weather, traffic
navigational hazards or other emerg
tions.

RADAR REFLECTORS

Radar reflectors have been placed
floating aids to navigation. Individ
reflector identification on these aids
omitted from this chart.

WARNING

The prudent mariner will not rely
any single aid to navigation, parti
floating aids. See U.S. Coast Guard
and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are publis
Coast Pilot 1. Additions or revisions
lished in the Notice to Mariners. Inf
the regulations may be obtained at t
mander, 1st Coast Guard District in
Office of the District Engineer, C
Concord, MA.

Refer to charted regulation secti

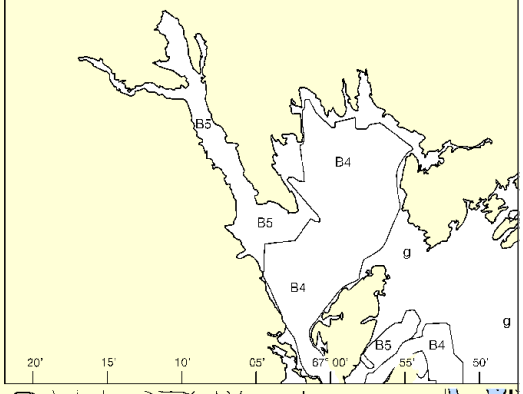
Joins page 8

COPYRIGHT

SOURCE DIAGRAM

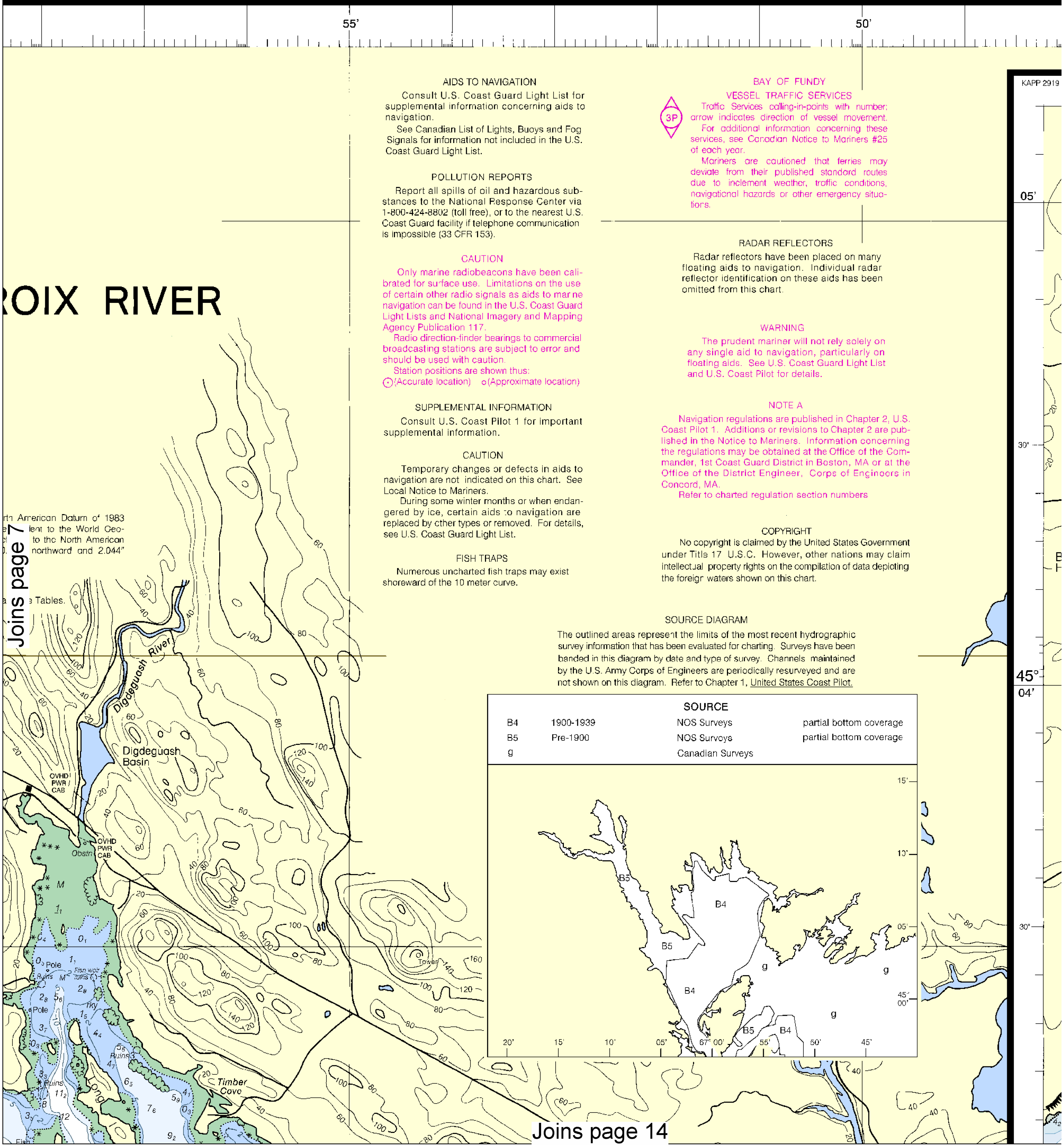
The outlined areas represent the limits of the most recent hydrograp
survey information that has been evaluated for charting. Surveys have b
banded in this diagram by date and type of survey. Channels maintai
by the U.S. Army Corps of Engineers are periodically resurveyed and
not shown on this diagram. Refer to Chapter 1, United States Coast Pi

SOURCE			
B4	1900-1939	NOS Surveys	partial bo
B5	Pre-1900	NOS Surveys	partial bo
g		Canadian Surveys	



Digdeguash River
Digdeguash Basin
Ma
Ma
OVHD PWR CAB
OVHD PWR CAB
Obstn
Bocabec
Bocabec River
Wheaton Lake
Pole
Pole
Ruins
Ruins
Ruins
Ruins
Ruins
Tower
Timber Cove
Long
Creighton Pt
Mill Co
Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details, see U.S. Coast Guard Light List.

FISH TRAPS

Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

BAY OF FUNDY
VESSEL TRAFFIC SERVICES

3P Traffic Services calling-in-points with number; arrow indicates direction of vessel movement.

For additional information concerning these services, see Canadian Notice to Mariners #25 of each year.

Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency situations.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers

COPYRIGHT

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
g		Canadian Surveys	

Joins page 7

Joins page 14

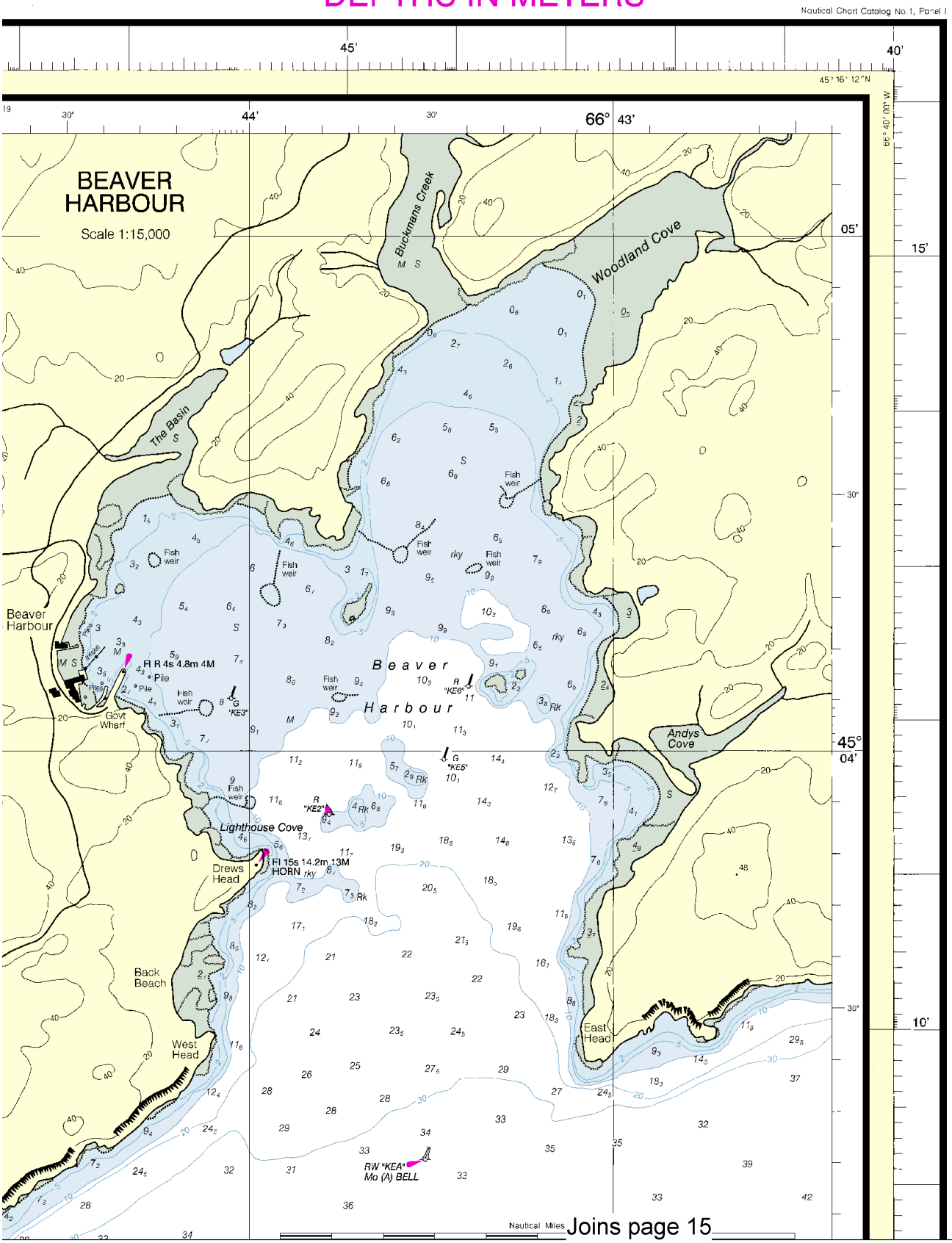
Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

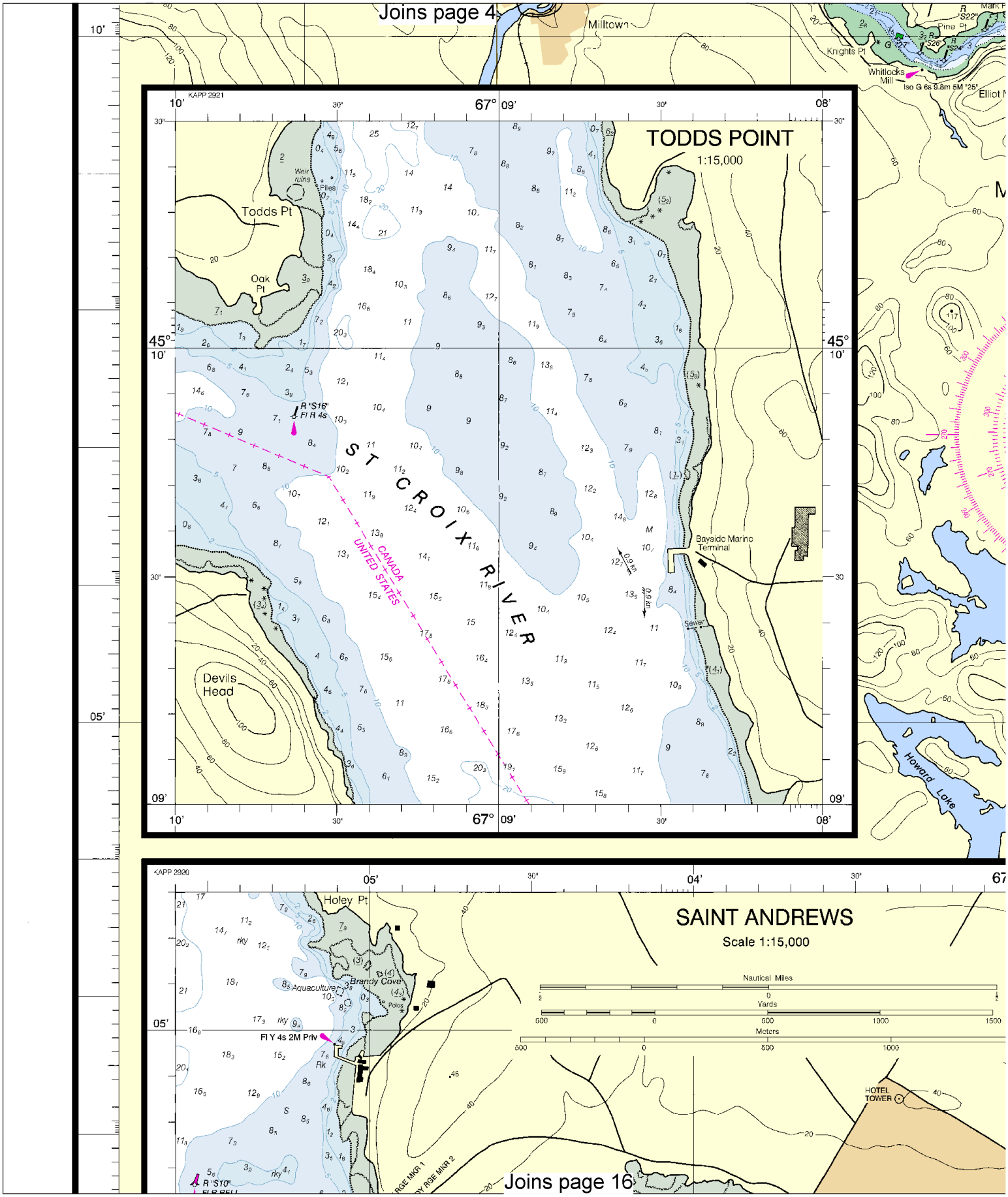
Yards: 1000 0 1000 2000 3000 4000 5000 6000

North

DEPTHS IN METERS



Joins page 15

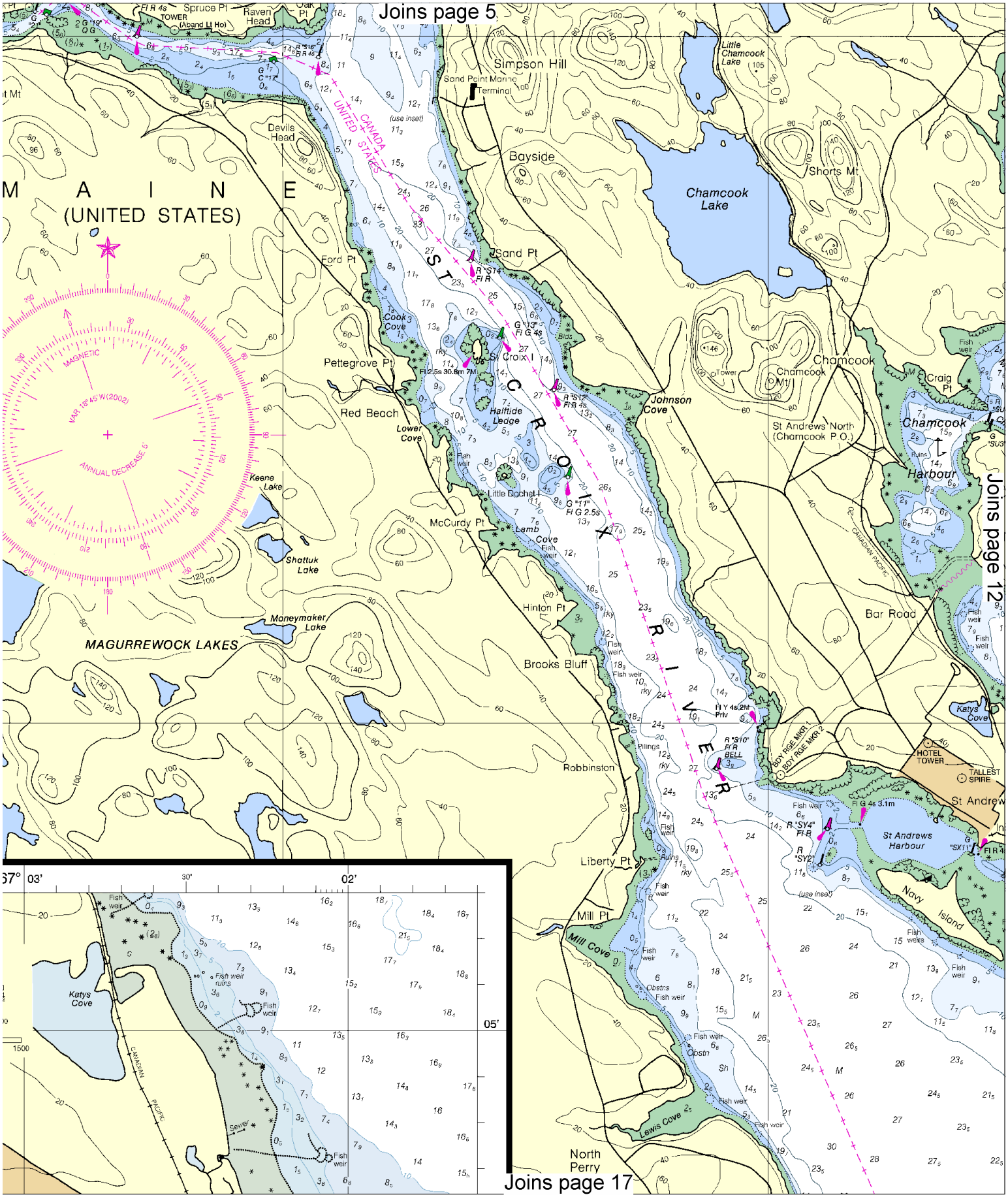


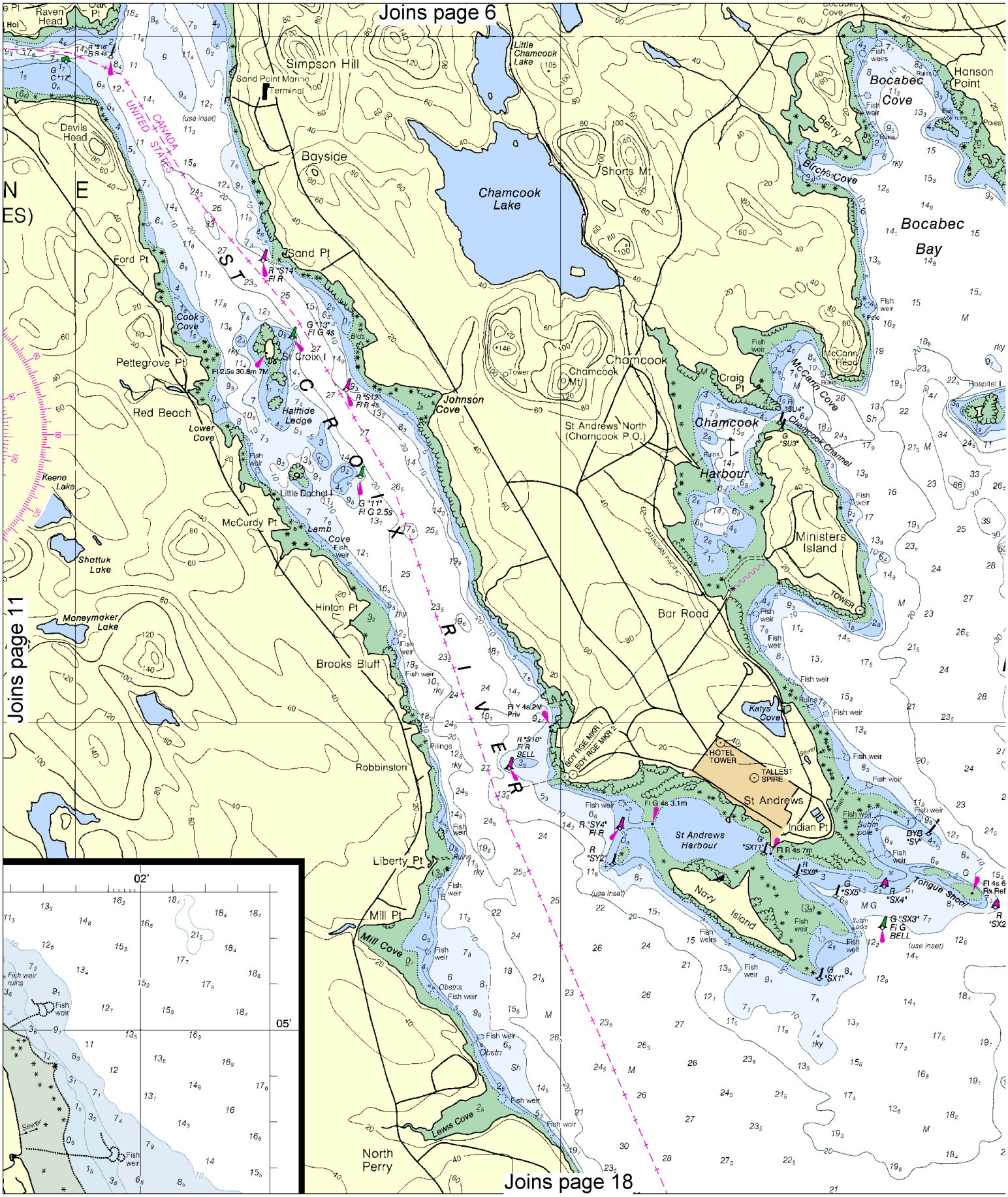
North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000


Joins page 5
Joins page 12
Joins page 17
MAINE
(UNITED STATES)
CANADA
UNITED STATES
Spruce Pt
Raven Head
Oak Pt
Devils Head
Simpson Hill
Sand Point Marine Terminal
Little Chamcook Lake
Bayside
Chamcook Lake
Shorts Mt
Ford Pt
Sand Pt
Cook Cove
Pettegrove Pt
St Croix I
Red Beach
Lower Cove
Halftide Ledge
Johnson Cove
Chamcook
Chamcook Mt
Craig Pt
St Andrews North (Chamcook P.O.)
Harbour
Keene Lake
Little Dochet I
McCurdy Pt
Lamb Cove
Shattuk Lake
Moneymaker Lake
MAGURREWOCK LAKES
Hinton Pt
Bar Road
Brooks Bluff
Katys Cove
Robbinston
HOTEL TOWER
TALLEST SPIRE
St Andrews
St Andrews Harbour
Liberty Pt
Navy Island
Mill Pt
Mill Cove
Lewis Cove
North Perry
MAGNETIC
VAR 16° 45' W (2002)
ANNUAL DECREASE 5'
CANADIAN PACIFIC
03'
30"
02'
05'
57°
1500



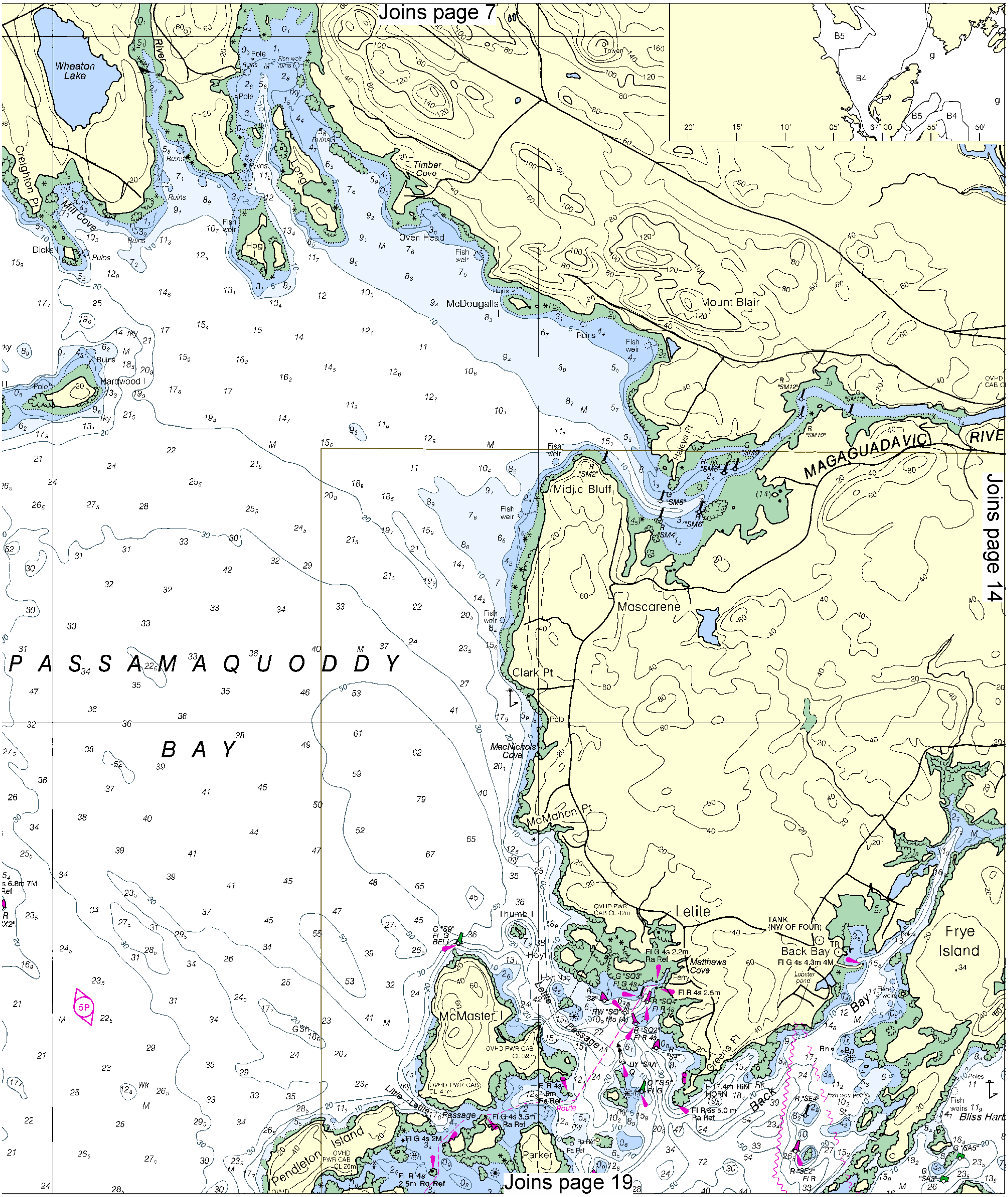
12

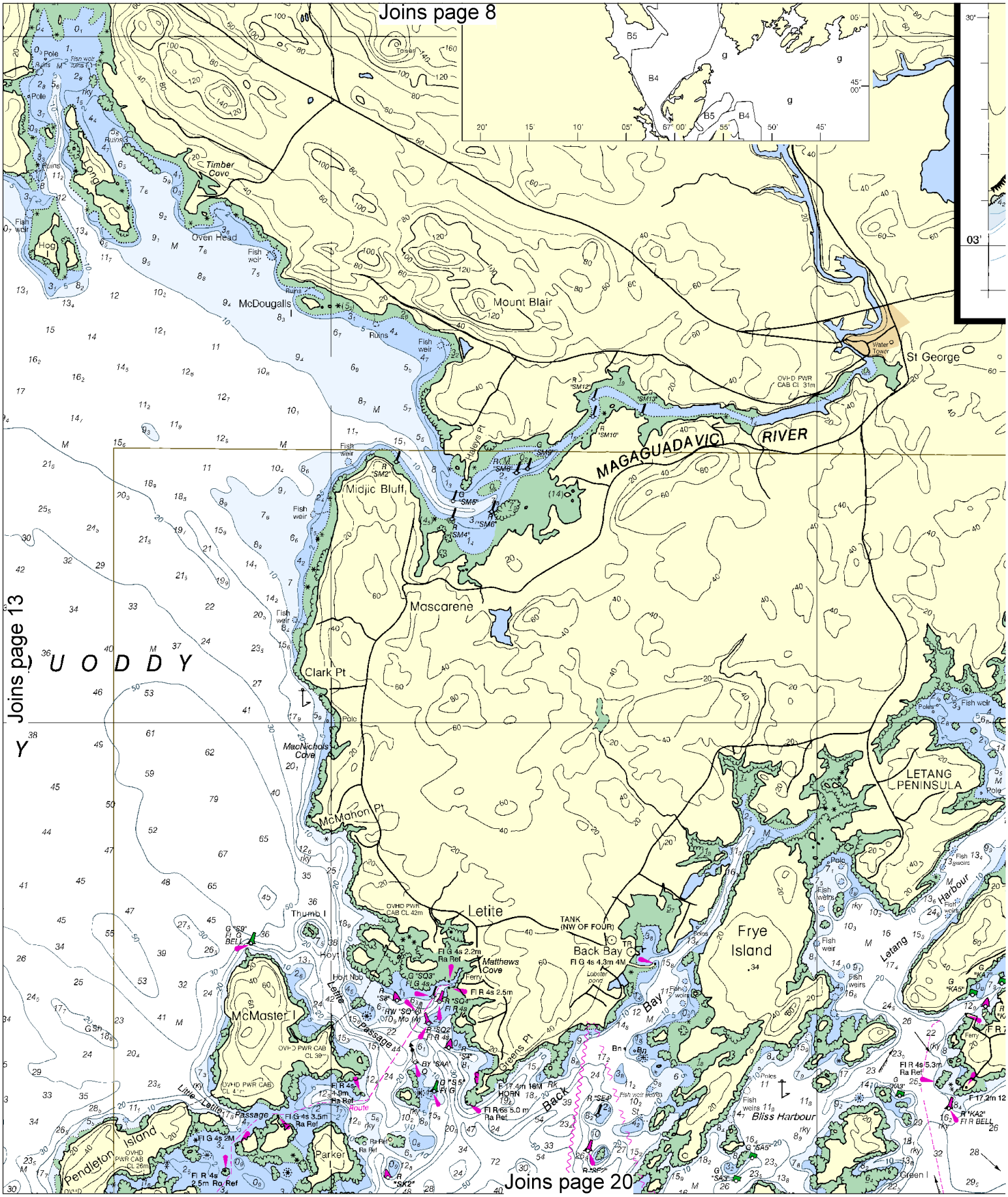
North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000


Joins page 7
Joins page 14
Joins page 19
Wheaton Lake
Creighton Pt
Mill Cove
Dicks I
Long I
Hog I
Timber Cove
Oven Head
McDougalls I
Mount Blair
Hardwood I
Midjic Bluff
Haleys Pt
MAGAGUADAVIC RIVER
Mascarene
P A S S A M A Q U O D D Y
B A Y
Clark Pt
MacNichols Cove
McMahon Pt
Thumb I
Hoyt I
Letite
Matthews Cove
Letite Passage
McMaster I
Little Letite Passage
Pendleton Island
Parker I
Greens Pt
Back Bay
Frye Island
Bliss Harb
TANK (NW OF FOUR)



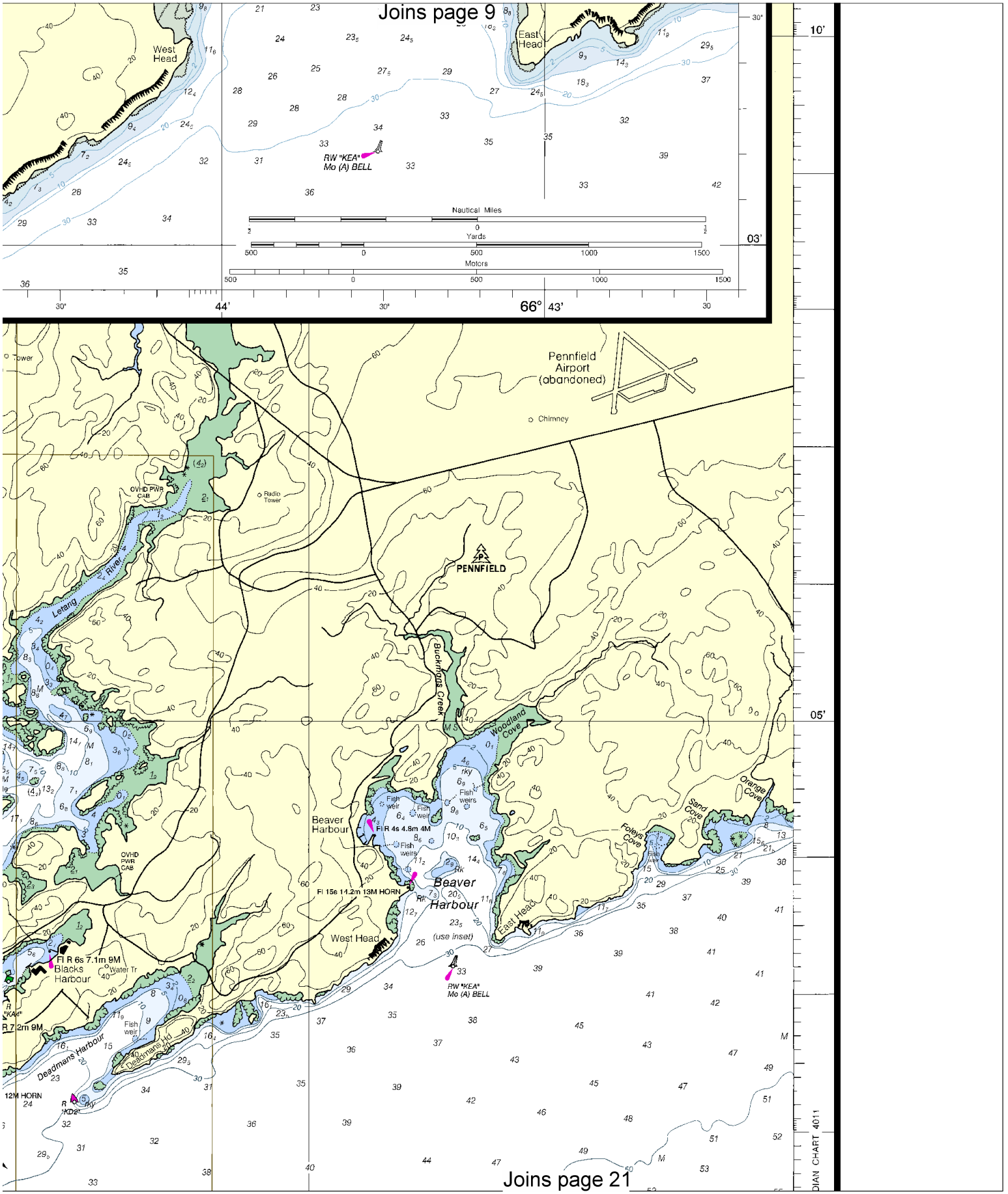
14

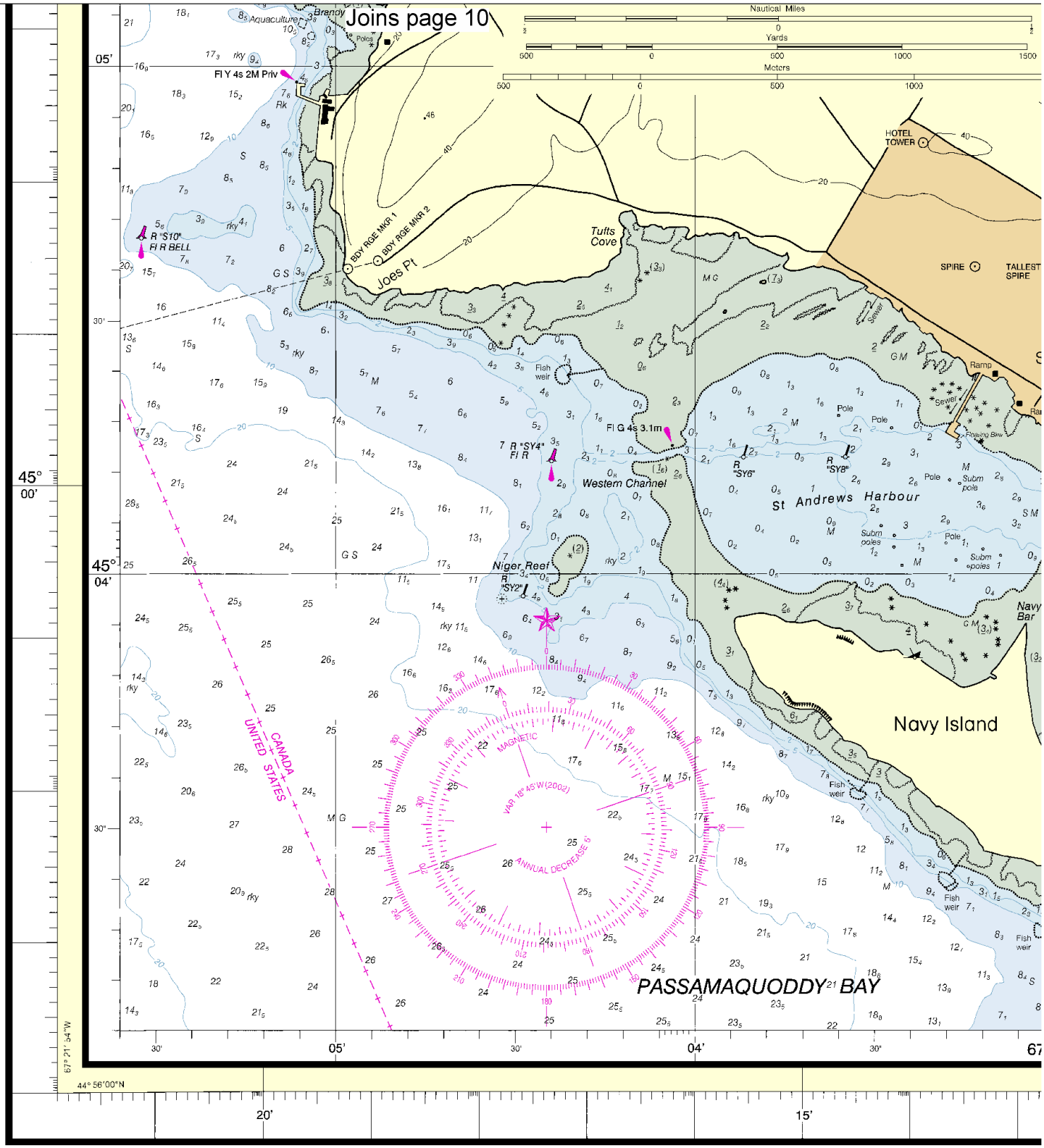
North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000


Joins page 9
West Head
East Head
RW "KEA"
Mo (A) BELL
Nautical Miles
Yards
Metres
10'
03'
05'
66° 43'
44'
Pennfield Airport (abandoned)
Chimney
Radio Tower
OVHD PWR CAB
PENNFIELD
Lerang River
Buckmans Creek
Woodland Cove
Orange Cove
Sand Cove
Foleys Cove
Beaver Harbour
Fl R 4s 4.8m 4M
Fl 15s 14.2m 13M HORN
Beaver Harbour
(use inset)
West Head
East Head
Fl R 6s 7.1m 9M
Blacks Harbour
Water Tr
RW "KEA"
Mo (A) BELL
Deadmans Harbour
Deadmans Hd
12M HORN
Fish weirs
Joins page 21
CANADIAN CHART 4011



3rd Ed., Mar 2/02 ■

13398

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

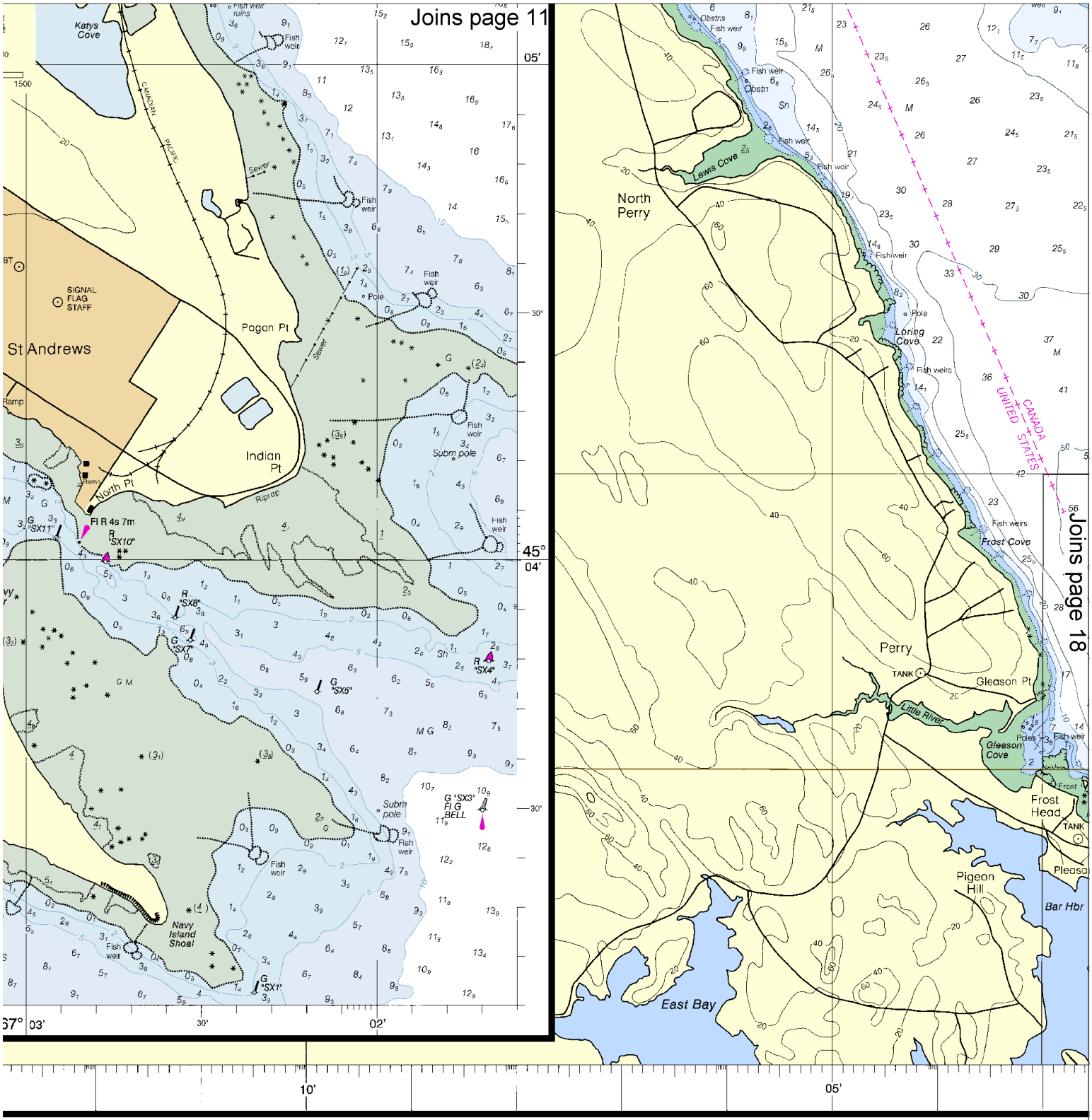
This nautical chart has been designed to promote s
Ocean Service encourages users to submit corrections,
improving this chart to the Chief, Marine Chart Divisio
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

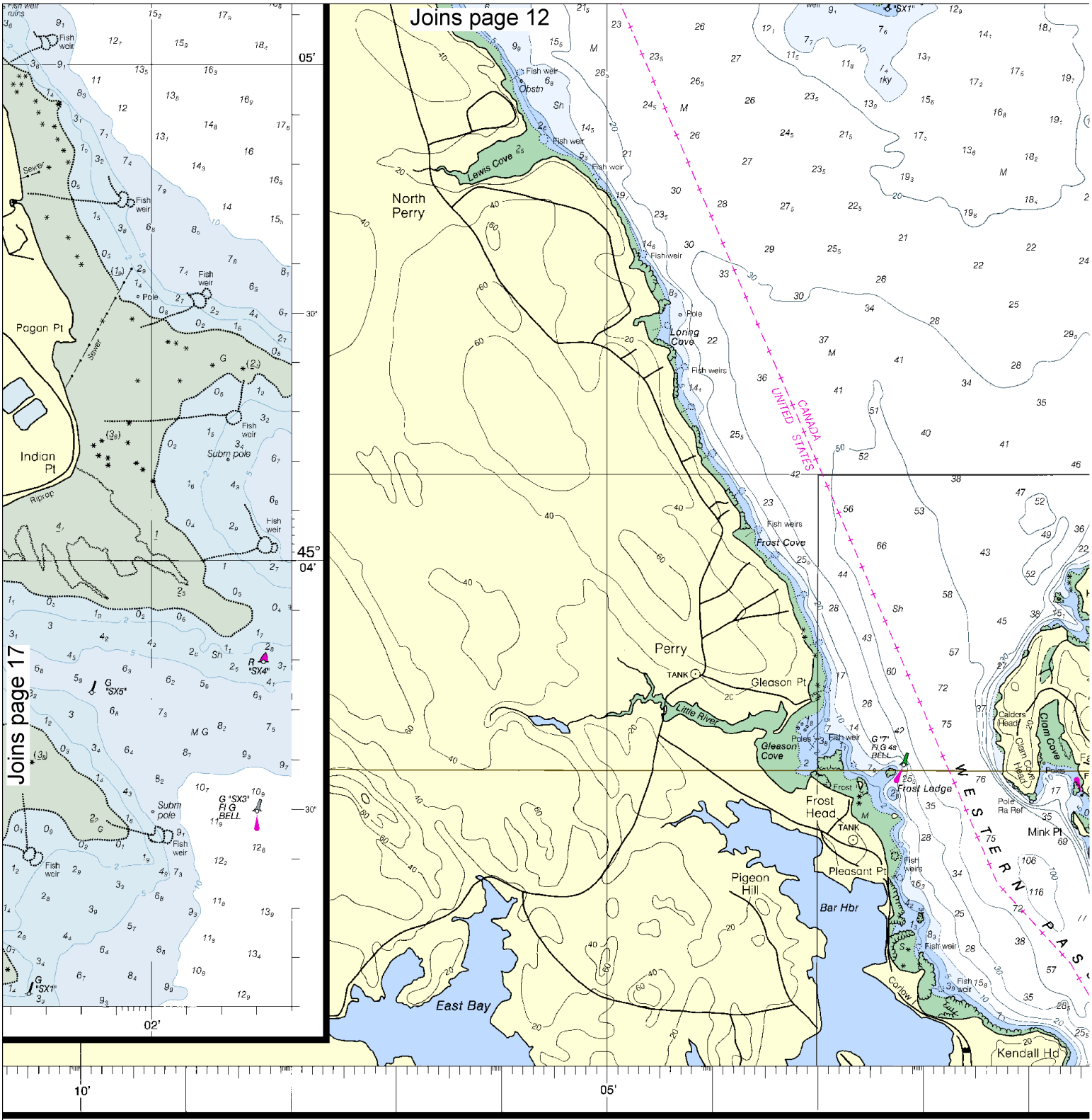
Yards: 1000 0 1000 2000 3000 4000 5000 6000



DEPTHS IN METERS

e safe navigation. The National
ns, additions, or comments for
sion (N/CS2), National Ocean
2.

★ 2002 ★
THE YEAR OF
CLEAN WATER
Celebration & Recommitment



DEPTHS IN METERS

★ 2002 ★
THE YEAR OF
CLEAN WATER

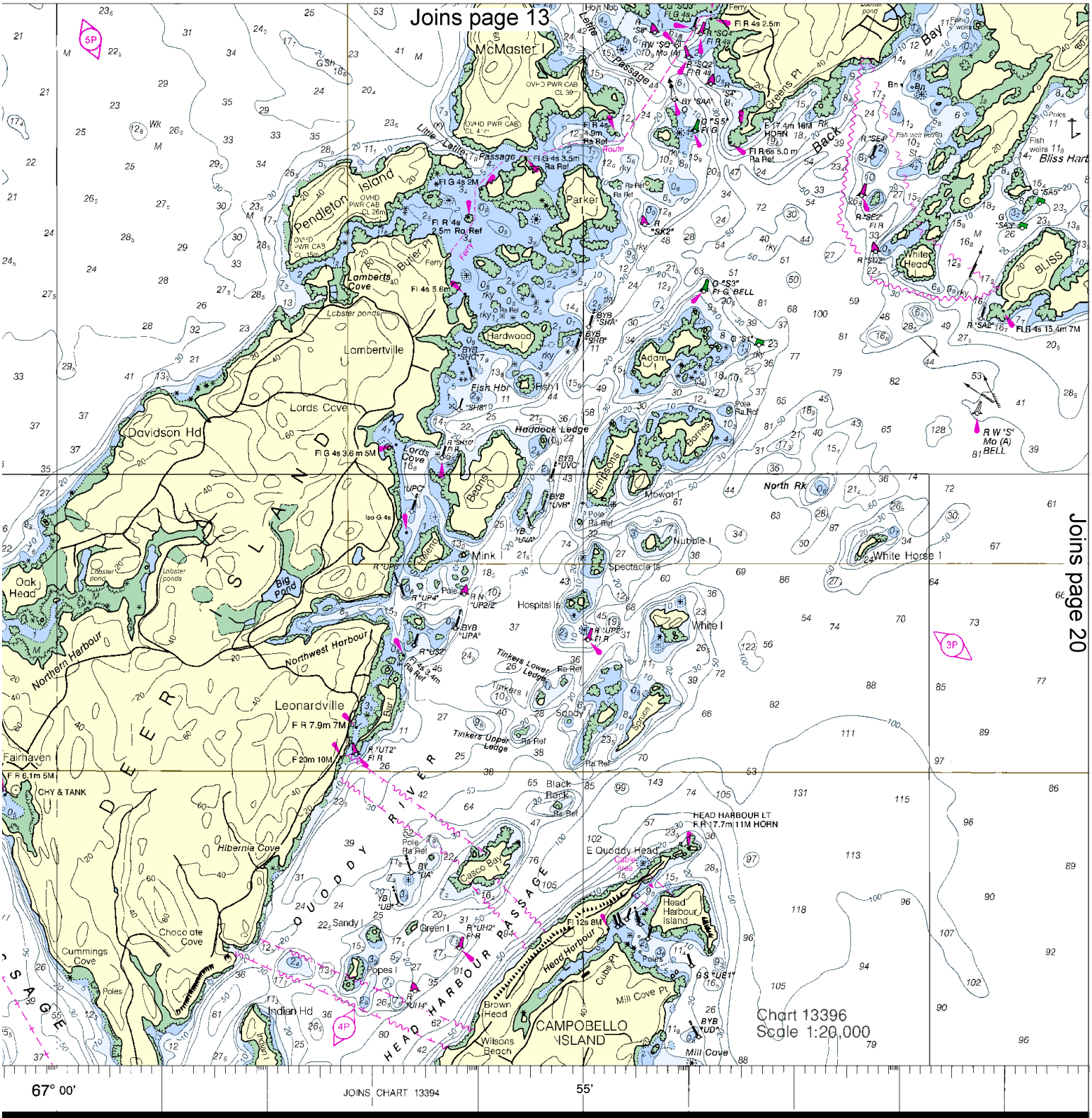
Published at Washington,
U.S. DEPARTMENT OF COM
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERV
COAST SURVEY

North

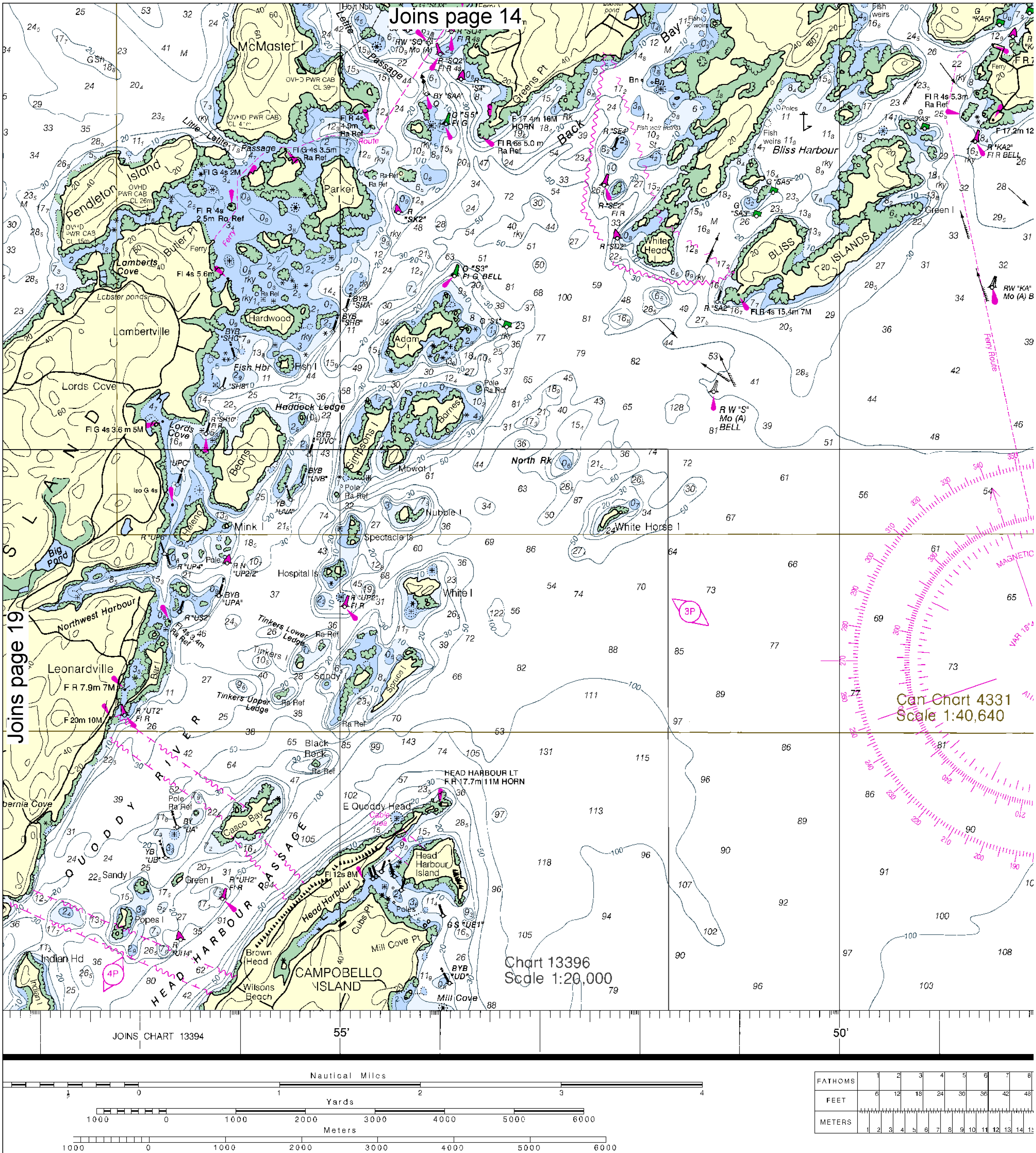
Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4

Yards
1000 0 1000 2000 3000 4000 5000 6000



, D.C.
OMMERCE
RIC ADMINISTRATION
RVICE



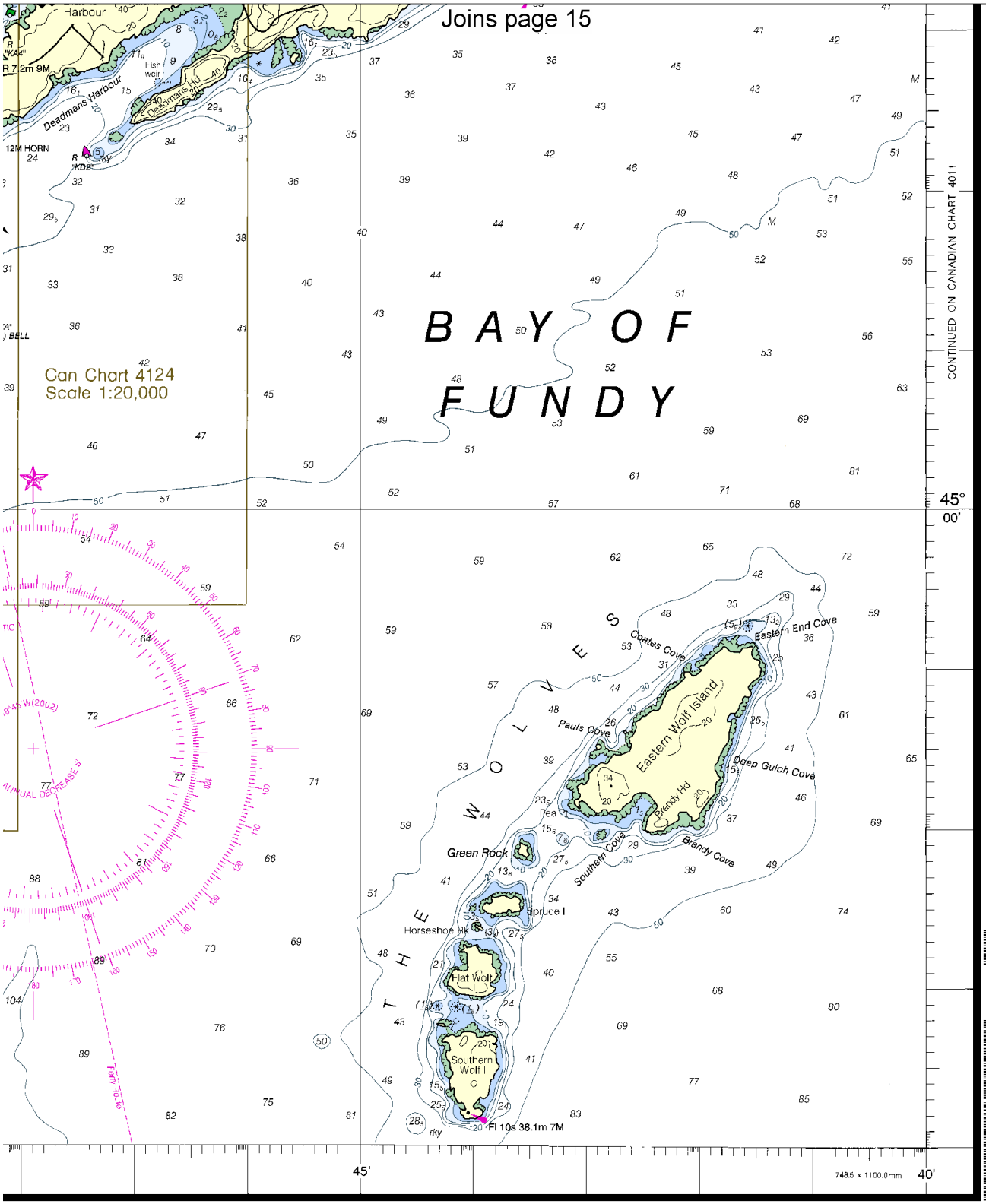
Joins page 14
Joins page 19
McMaster I
Little Letite Passage
Pendleton Island
Lamberts Cove
Butler Pt
Lambertville
Lords Cove
Parker I
Hardwood
Fish Hbr
Fish I
Haddock Ledge
Adam I
Barnes I
Simpsons I
Mowat I
Beans I
Mink I
Nubble I
Spectacle Is
Hospital Is
White I
White Horse I
North Rk
Big Pond
Northwest Harbour
Leonardville
Tinkers Lower Ledge
Tinkers I
Tinkers Upper Ledge
Sandy I
Spruce I
Black Rock
Back Bay
Greens Pt
Bliss Harbour
BLISS ISLANDS
White Head
Green I
Casco Bay I
QUODDY RIVER
HEAD HARBOUR PASSAGE
Sandy I
Popes I
Indian Hd
E Quoddy Head
HEAD HARBOUR LT
F R 17.7m 11M HORN
Head Harbour Island
Head Harbour
Cubs Pt
Mill Cove Pt
Mill Cove
Brown Head
Wilsons Beach
CAMPOBELLO ISLAND
Chart 13396
Scale 1:20,000
Can Chart 4331
Scale 1:40,640
JOINS CHART 13394
55'
50'
Nautical Miles
Yards
Meters
FATHOMS
FEET
METERS

North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4

Yards 1000 0 1000 2000 3000 4000 5000 6000



Passamaquoddy Bay and St. Croix River

DEPTHS IN METERS - SCALE 1:50,000

13398

ED NO 3

NSN 7642014007816

NIMA REFERENCE NO. 13ACO13398

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Southwest Harbor – 207-244-4204
Coast Guard Eastport – 207-853-2845
Maine Marine Patrol – 800-432-7381
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.